Shipping News and Reports From All Parts of the World

Ship Subsidy Amendments Fail To Destroy Value of Measure

Most Important Features Remain Despite Efforts of Opponents to Hamstring Bill; Senate Committee to Report Text Practically Without Change

By David S. Kennedy

Passage of the ship subsidy bill by the House of Representatives was obtained by the adoption of amendments which did not seriously affect its value but which were sufficient to gain enough votes to insure favorable action. A change of thirteen votes would have defeated the bill. A number of those who finally cast their ballots for the measure declared they would not have done so if it had remained as originally drawn.

From present indications the Committee on Commerce in the Senate will report the bill to the floor substantially as it passed the House. No forecast

port the bill to the floor substantial port the bill to the floor substantial possible at the moment on the number of changes which will be sought a the upper body, but it is improbable that the features eliminated or added by the House will be reversed. To do this would invite defeat in that body when the measure finally comes from the conference committee.

The mest important amendment put through in the House was the rejective provision allowing shippers the provision allowing shippers on the pound instead of the contract basis.

rebates from their income taxes equal to 5 per cent of money paid in freight rates to American ressels. The intention of this feature was to give exporters a powerful incentive to send their shipments under the United States flag and to offset the tendency of foreign importers to order their goods brought on foreign ships. If this had passed sellers here would have been able to offer their customers abroad lower rates based upon lower at the subsidy payments, and, in fact, will reach only a few of the smaller sailing ships.

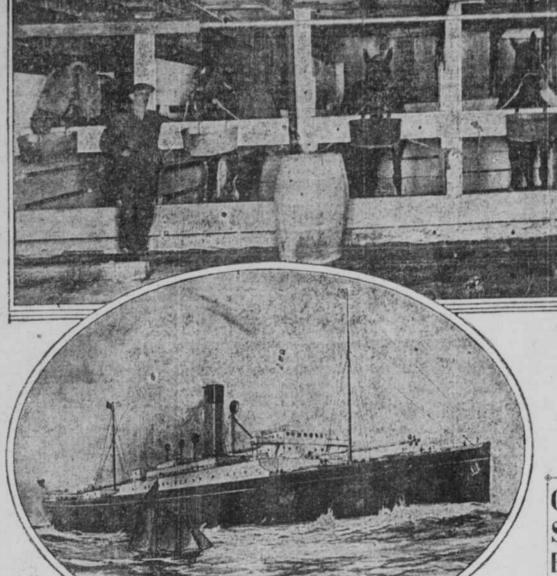
Sale of Ships Hampered a tempest in a tenot was aroused

have been able to offer their customers abroad lower rates based upon lower transportation charges. It is estimated that this would have cost the governmen, in the form of tax exemption, about \$7,000,000 to \$10,000,000 a year. This feature and the requirement that 50 per cent of immigrants must travel en American ships were most feared by foreign steamship lines. It is unfortunate that this form of indirect aid was leat, but elimination of the section was not unexpected. Several advocates of shipping legislatien, including Representative G. W. Edmonds, one of the leaders for the bill, believed that it was unconstitutional and would not stand in the courts. Fer this reason the Administration did not feel inclined to make a strong fight for the urovision and perhaps antagonize entors. Two other amendments were without practical significance. One of these, which is already in existing law, producers a similar rebate, based on rail ducers a similar rebate, based on rail ducers a similar rebate, based on rail attes, upon that part of their goods ahlpped abroad in American vessels. This was opposed as an unworkable provision, the cost of which could not be calculated. Many of the shipping men would have been gisd to see such a feature added if it would have sees the affect of the tax rebate, however, does not cripple the bill so far as direct and indirect nids to American lines are concerned.

How to Industrial Ships

Blow to Industrial Ships

greatest direct blow to the fleet the American flag was the elimi-of subsidy benefits from ves-wared by industrial corporations ceive compensation in proportice the not only among the Democrats but within his own party. Seventy Amendments Rejected mon carriers. It was estimated resentative Edmonds that this involved about 2,000,000 tons of g and would reduce the annual for subsidy by \$3,090,000 to 00. These figures compare with seted merchant fleet in the forade, if the bill becomes law, of 00 to \$30,000,000. Ten New Ships Provide High-Class Quarters for Four-Foote-1 Passengers



portant amendments were carried was a distinct victory for the Administra-tion forces and for President Harding personally. The President insisted and won in the face of determined opposi-

that they were able to enter tournaments immediately. Another shipment of interest included 600 mules
to London on the Menomineo, of the
Atlantic Transport Line, for the Brite
ish Remount Service.

The ten vessels now building for sea 170m he of the Company
as 170m he of the Company
rescued the day before by another
gross tens. Five have already been
ship, so that the Majestic, after
They are combination cargo and
They are combination cargo and

Above-Each of these travelers International Mercantile

looks after his comfort. At left-The Leyland Line of the International Mercantile Marine is now building ten cargo and cattle ships.

Marine ships has his own "state-

Below-Photograph of burning bark Madalene Constante, taken from the bridge of the Majestic.

Germany Keeps Shipping Stock **FromAmericans**

Ministry of Economic Affairs Limits Purchases by Foreigners; Blow at Harriman Interests Seen

Special Gable to The Tribune
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BERLIN, Dec. 2.— The Ministry of
Ecohomic Affairs has just reaffirmed
the ruling to prohibit the purchase of
German shipping shares by foreignors.
The action of the ministry is the result of considerable buying up of such
shares recently as a part of the wholesale investment, by holders of marks
abroad, in German securities as a
means of covering at least a portion
of the losses due to the catastrophic
decline in German exchange.

La Follette Called Reactionary In His Merchant Marine Policie

Wallace Downey Charges Progressives With Seekin to Scuttle American Shipping; Asks Same Pro tection Tariff Has Extended to U. S. Industrie

Charges that Senator La Follette, ostensibly a progressive, is following a reactionary policy with regard to the merchant marine are made in a telegram sent to the Senator by Wallace Downey, president of the Downey Shipbuilding Corporation. Mr. Downey declares that he is in accord with progressive leaders and principles on most issues, but that opposition to the ship subsidy bill is obviously a negative program.

eign wages any more than thousands ships as tenders are as he of other American industries, which if locomotives without tenders, thrown on a free trade basis would reported as being bittarly of the American merchant mark

thrown on a free trade basis would close thousands of American factories almost automatically.

"I have never been able to understand." Mr. Downey continued, "why our brilliant inland manufacturers and our splendid farmers, all having tariff protection on their industries, have always refused to extend the same principles of tariff protection to American vessels. They are all fair-minded Americans, and should realize that transportation of their products to foreign markets is partly by American railroads and principally by foreign ships, owned and controlled by their foreign competitors. They should also realize that the ships are simply bridges between American railroad trains and foreign markets. If their foreign competitors hold the bridge-heads, owning and controlling the ships, the products of American manufacturers and farmers can reach their markets only at the dictation of foreign competitors."

The telegram which Mr. Downey can to Senator La Fellette reads as follows:

"Dear Sir—In hearty accord with reservative party principles and pro-titled to a substitute for tariff the substitute for tariff the American merican merican

successing of a sustained as a follows:

"Dear Sir—In hearty accord with progressive party principles and progressive statesmen, may I ask you, a leader of progressives, to inform the rank and file why you, being a progressive in so many other respects, are so attenuously reactionary respecting American merchant ships for American-foreign commerce. American merchant vessels to be or not to be in forcign trade is a vital American vs. forcign trade is a vital football. Would you solve this vital international problem in favor of Americans or in favor of foreigners? Will it not be reactionary if American statesmen, by withholding the principles of tariff protection from American merchant vessels in foreign trade."

successituly a successituly american vessels in foreign trade, is auccessituly american vessels in foreign trade is auccessituly american vessels in foreign trade it titled to a substitute for tited for the titled to a substitute for titled to a substitute for the

Crisis in West Coast Eastward Shipment Over Steamship Mail Subside

Special Disputch to The Tribuss

SAN FRANCISCO, Dec. S.—Interconstal operators say that the crisis in the movement of Pacific Coast products to the North Atlantic has passed. While offerings of canned goods, dried fruit and other commodities are still heavy, the lines are not confronted with the insistent demands for space that they were receiving a week or two ago. The peak of shipping to the United Kingpeak of shipping to the United Kingpeak of shipping to the United Kingpeak of School, increased by ELISO making Durban on the east coast dom and Europe also has been reached, although wheat from Vancouver, B. C., is still very active.

is still very active.

It is still very active.

There is no dimunition, however, in the movement of lumber from Puget Sound and the Columbia River to the East Coast. Revised estimates place the total of interceastal lumber for this cheme is likewise limited. That explains the action of the ministry, which regards the further buying up of German shipping shares on the Boesse as contrary to the purposes envisaged in this scheme.

South Africa Continues

cign trade, if the bill becomes law, of 7,500,000 tons at an annual cost of	portant sections which weathered the	The shipment of animals is super-	cattle carriers.	hulk was drifting with a current that would soon take it out of the track	That explains the action of the minis- try, which regards the further buying up of German shipping shares on the	Lumbermen predict that	the total for An	ment of the project of lune
The original section, including in-	The subside fund remained un-	States Bureau of Animal Industry, In	The burning vessel shown above,	of steamers.	Boerse as contrary to the purposes	Captain Robert Dollar	dith the con- the nev	w Reitish Premier, has for st
		Dairein Charge	Comman Stagmal	in I ince Laining	In a semi-official statement Germany	struction of a re-enforced	at Hunter's the pro	reision of the extended mails
whether or not the tankers are needed		Britain Shows				Point, N. Y., as soon as t	he New York tract	that the steamship line a
whether they will so to foreign flags	taxes and the return of excess profits,	Small Revival	Croat Industri	al Combinations	he objected to Germany's alleged pro-	ties. The first unit of the	pler capable less !	than the similar rate
The event that operating costs whose	cation with additions for spend vo-	I and the second		at Comomations	gram for the extension of her internal waterways at an expense of 4,000,000,-			
fixed. When it was learned that many tankers are owned by the Standard Oil,	mained the same.	in Shiphiniding	I a good to a second the beatt	tablenian according to a British writer	000 gold marks. Letroquer demanded	of the Dollar Line as one	and sehore sets	hall not avenue throughout
and that many cargo carriers are owned	Awwars and builders stound intact		cans resulting from the war. German	The pasifiarion combanies are meet.	or the terment the improvement	-trustion of the first unit	will require Souths	mpton to Cape Town is a
of the measure arose with expressions	which would otherwise he noid for		steamship lines and the great manu-	their turn are, as already indicated	of French waterways. In reply Ger-	one year. Plans for the	or two years, differen	ntial of about 16 per cent
of great pleasure on their faces and launched vigorous attacks upon the trusts. Figures were produced to show		Ships Must Be Scrapped;	are forming close associations for mu-	ducers. In the second place, it is the	is not to be more than 600,000,000 gold	he said, and the compa	ny has been rates	between voyages of time
the prefits carned by these corpora-	Filly Der Come of immigrants to the	Subsidized Line to West	tual advantage. They expect from this	an influence with the shipping com-	provement of the Midland Canal		A PART OF THE	1-1
would add to swollen dividends. The	in American vessels, and the President	Indies Is Now Discussed	movement a reduction of o	panies so that they can exercise a cer-	Neckar and the Canal Con These	Steamship Rates	From U. S. No	orth Atlantic Porus
this terms Its opponents seized the	is directed to negotiate changes in any commercial treatles which may conflict		greater volume of goods at lower rates.	rates for the import of their raw ma- terials and the export of their finished	canals, Germany contends, will con- tribute greatly to her industrial effi-	Princ	ipal Ports of t	he World
blow at big business, regardless of the	with this provision. It is not anticipated that there will be any difficulty	Conveight 1922 New York Tellune Inc.	portions that it is causing serious con-	other hand, secure a steady supply of	ciency and enhance paying capacity.	The following table,	furnished by Caldwel	1 & Co., gives average let
effect upon merchant shipping. Expect Transfer of Flag	on this score. Before the war for- eign lines divided the immigrant trade	ber of tramp steamer contracts are	cern among the steamship companies	cargo. The most important example	Philadelphia Coastwise	rates charged by steamsh instance. Rates per 100	ip lines. They are s	ubject to confirmation in
It is an open question what effect	Land At mil comes Walleting and	east coast, is the most encouraging	In the period before the war the Ger-	dustry in shipping was the former as-	Trade at High Level	To Heav	y	Ger
the large industrial corporations, such	United States now seeks to do some of the dividing for its own merchant	of view of British shinbuilders The	man lines prided themselves upon their	Line with Herr Hugo Stinnes. When	PHILADELPHIA, Dec. 3.—Operators	Alexandria20	39 \$7.0	0 *\$8.00
building vesnels under the British flag.	marine. This section is one that had been most feared by alien shipping	does not mean that any considerable	ashore, though they obtained privileges	own shipping lines to South America	ward tendency in const-to-coast freight	Antwerp	.19 .2 — †25.0	0
The Standard Oil Company has been making an extensive study of operat-	leen Hann the ballion of a well	trade revival is foreseen. There are a few big yards, such as Harland & Wolff-which just launched its second	distinct benefits in competing with for-	dissolve the connection. This has been	contracts with shippers for their con-	Belfast ×3/6	.22 .2	5 *7.00
intention of developing its fleet under	Regulates R R Contracts	large twin-screw steamer for the Hol-	fore the war, to a trend toward concen-	done, but herener company competer	This has not yet less the latting on	Rombay	*15.00 *9.0	0 110.00 1148
alien registry. Most of these concerns had their ships under foreign flags be-	Another feature of considerable ad-	land-America Line—that are actually able to report more men on their pay-	in the United States. The larger com-	spects the strength of the other.	Coast ports.	Buenos Ayres	19 .2 	7,00
that they will return It is probable	Pacific Coast particularly is that au-	not at all the general experience.	nate competition and denne spheres of	Line has been taken by the Dhenish	Luckenbach Steamship Sompany, where	Cana Town	*15.00 *9.0 *15.00 †18.0	0 10.00
		That owners of cargo fleets are now	An extension of this idea is now	magnate Haniel, the leading spirit in	on a weekly schedule, have found it	Cardiff ×3/9	100 .0	0 *10.00 UII 216 *7.00 UII 5 *7.00 UII
fused the chins will be tied up or sold.	Corps transport services in favor of	recomition that while costs are not	lines themselves working under mutual	him the Allegemeine Elextrizitas Geseil	on berth to care for the great move-	Colombo	*15.00 *9.0 .30 *7.9	0 110.00
up abroad	Board also gets authority to abrogate	able percentage of vessels now laid up	other industries which are expected to	that the Phoenix Aktien-Gesellschaft	formin ports only.	Conenhagen20	.30 *7.0	0 *8.00 8 *7.00 \$43
A third important change was the	eign ship lines for the preferential in-	I which can haver he employed egets	steamethan both interacts in month	Introndu mentioned as helpy associated	Directors of the Philadelphia Mari- time Exchange met yesterday and dis-	Cork ×3/6	20 .2	8 *7.00 \$425 5 *7.00 \$424 5 *8.00 \$424
from 2 to 4% per cent. This amend-	American citizens among the erows	la type that can be operated as economically as possible and a great deal of	steel concerns began to take a finan-	(Hamburg) had secured a foothold in	Anchorage Chincoteague, Va. The board	French Atlantic16	.22 .2	5 *7.00 tal
ment went through the House practi-	of ships will benefit from the require-	the tonnage that has been launched	ent they are becoming affiliated,	its interest being Bremen. This trans-	is in sympathy with the proposed for- tering by the board of trade of the	French Med18	.25 *5.5 .30 *5.5	7.00 2½ *8.00 0 *5.00 0 *6.00
Interest Rate Satisfactory	of the employees shall be Americans.	the schedule. Some authorities frankly	ing directorates, with the principal	manner in which the system of "inter-	Virginia City. The subject was referred	Glasgow 3/-	25 *5.5 .30 *5.5 .19 .2 .22 .2 .17 .11 .25 .2 .19 .2	0 *7.00 \$.42% 8 *7.00 \$.42% 8 *6.50 \$.57%
44 per cent was anticipated, and	to be per cent. The increase will pre-	would be well advised to scrap imme- diately all vessels of an uneconomical	Some interesting details as to the	Germany. On the death of the Berlin	committee of the exchange for appro-	Hamburg15	.17 .1	8 *6.50 5.37%
					J. S. W. Holton, president of the ex- change and chairman of the board of	VV 38	.19 .2	8 *9.00 0 *7.00 1 18.00
advantage to shipbuilding, making	it will provide severe described this	duoten us ton us 610 u ton' nue suth-	smbbing and smhammank at Kiach na	Herr Otto Wolli, the head of a big	directors, said no will be give to it	days pores consesses	— Oper	0 110,00
rates than could be obtained in the	qualte With engament of the about	requestion in coots is only possible, use	seeing authoritating minet na manetona	orkanization rutonku auteu tue tuoc.	Language de Communication on annuagent	Tribboth	1.00	0 *7.00 bit
meeting the rates which foreign ship	awaget to now higher manne and to	american rues Pere or brone or aton motto	my weren-descriptuate ract berkud	Inia plock of shares, which carries	ation to improve the anchorage. Assa-	London ×3/-	.19 .2	0 *7.00
owners and builders are able to secure.	fact, will be compelled to do so to	Mar 40-11	and matternession is unsuccessful infol-	Mitu if the Antink majorith in the wike	South of Lewes Del. Nineteen steamships and one schooner arrived vesterday, which shipping men	Dimutan		8 *5.00 · 12
							19 9	0 *7.00 13 0 *6.00 18
American flag becomes profitable, can be lent for the building of modern passenger and freight carriers. This will supply the deficiency in capital which has been apparent in the past. The provision that no expenditures shall be made from the subsidy fund	to the ship repair companies is the re-	repairing the American steamer	werke, Emden; Herr Stumm in the	Lloyd. It would appear that Wolff	Ships brought cargoes of general mer-	Naples	14 .30 *5.21	5 *6.00 5.40
passenger and freight carriers. This will supply the deficiency in capital	vessels must be made in American	be done. Thirty-two British firms sub-	Frerichs Werit, at Einswarden; Thys- sen in the Bremen Vulkan and the	Phoenix Company, of which he is one	coffee, pig iron, iron ore and Chilean	Piracus	.30 .30 .30 *7.00	0 *10.00 9 *8.00
The provision that no expenditures	is much greater than that which was	no allowance for profit, but the United	Funke - Lothringen - Henschel-Kon-	of the directors, for it was subse- quently announced that two members	200,000 barrels, including one shipment	Rangoon	*16.80 †19.80 *17.00 *11.00 *7.00 *8.00	11.80 11.80 12.00
shall be made from the subsidy fund except through annual appropriations	duty of 50 per cent on all work, ex-	der from Rotterdam lower than any	beck, and the Otto-Werft at Hamburg,	of the board of the Phoenix group would become directors of the Roland	A special meeting of the Merchants	Rio de Janeiro (LD) — Rotterdam	487	8.00
by Congress contains no practical dis- advantage. The board is still author- fixed to make contracts for ten years.	Without the subsidy the tariff act	Plans of the Canadian government	and the Aligemeine Elektrizitats Ge- sellschaft, in the Deutsche Werft at	Line, while Otto Welff himself would join the board of the Norddeutscher	operating passenger and freight vessels	Santos	*7.00 *7.00	6.00
and there is no doubt that Congress	of the American merchant marine.	ence for British subjects, is welcomed	Hamburg. The association of Krupps with the Germania yard at Kiel is of	This participation of the German	vannah and Jacksonville, has been	Singapore 22	- Oper -7.00 *7.00 *10.00 *9.00	8.00
eut the obligations. Approximately	vantages of the subsidy bill it is suf-	which are feeling the pinch of the	much older date. The reason for the participation of the	"heavy" industry in the shipping busi- ness is said to be only a part of the	called for next Tuesday in Baltimore to vote on a proposal to increase the capi-	Spanish Atl18 Spanish Med18	*10.00 *9.00 *10.00 *7.00	0 *10.00 †11 0 *10.00 \$45
and there is no doubt that Congress will grant the funds necessary to carry out, the obligations. Approximately one-balf of the yearly expenditures how made by the government are based upon previous legislation and contracts.	has gone to the Senate, is practically	tion.	heavy industry in shipbuilding is per- fectly clear; the producers desire to	process of which the object is to transform practically the whole of Ger-	tal stock to pay for two new ships building by the Federal company,	Stockholm 22	.35 *8.00	8.00 P
upon previous legislation and contracts	eces through the Senate with no smeet	Another development in trans-Atlan-	have a steady customer for their goods,	many's economic life into a gigantic	Reports from Atlantic City say offi-	Venice		13.00
the money No other feature of the	statute books as a law making nossible	comed looking toward a sabdilland	builders are siways assured of deliv-	ducers of the raw materials, the manu-	approval to the plan to operate vessels			lbs. s/e. Per bbl. Ilin b
Ruw is changed by this provision. The amendment providing that the		cargo service between chgiane and the	Equally clear are the reasons for the penetration of the heavy industry into	will be welded together in one vast	I mant dradges the injet channel to	\$Per cu. ft.; Sper 100 lbs. ussessed at ship's option	-where rates are sho	an on port passed and
	the species are a	The lands of the lands				2 765	TO THE WAY	OF REAL PROPERTY.
*				The state of the s			MARIE TO THE TOTAL TO	
William St. Co. St. Co. Co.		markeys on a By Con Els	DISTRICT TO STATE OF THE STATE	and the state of t	September 10 months and the se	The same of the same	MARIN STATE OF THE PARTY.	a free of the state

of tramp steamer contracts
being placed, mostly on the nor
coast, is the most encourage
ure of the situation from the po
riew of British shipbuilders, '
ing of additional orders, hower
not mean that any considers
e revival is foreseen. There ar
big yards, such as Harland
ff-which just launched its sec-
e twin-screw steamer for the I
-America Line-that are actua
to report more men on their p
than before the war, but this
at all the general experience.
nat owners of cargo fleets are 1
ously considering the question
ring new vessels is due to th
gnition that while costs are
y to fall lower there is a consid
percentage of vessels now laid
th can never be employed ag
tably. Post-war conditions dem
pe that can be operated as econe
y as possible, and a great deal